The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5211 | 光緒三十二年六月初三號 | MONDAY, JULY 23, 1906. | 一拜禮 | 香港英文七月廿三號 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $19,500,000
Silver Reserve .....$ 9,500,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq. | R. Shewan, Esq.
Hon. Mr. W. J. Gresson | N. A. Siebs, Esq.
C. R. Lenzmann, Esq. | H. A. W. Slade, Esq.
D. M. Nissim, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum
For 6 months, 3½ per Cent. per Annum
For 12 months, 4 per Cent. per Annum

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 6th June, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1902. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin | Calcutta | Hankow | Kobe
Peking | Singapore | Tientsin | Tsinanfu
Tsingtau | Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koeniglicho Seehandlung (Preussische Staatsbank) — Berlin
Direction der Disconto-Gesellschaft — Berlin
Deutsche Bank — Berlin
S. Bleichroeder — Berlin
Berliner Handels-Gesellschaft — Berlin
Bank fuer Handel und Industrie — Berlin
Robert Warschauer & Co. — Berlin
Mendelssohn & Co. — Berlin
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,003,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [287

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED..... „ 3,000,000
RESERVE FUND ..... „ 10,300,000
SPECIAL RESERVE FUND ..... „ 1,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 14th May, 1906 [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central,
Hongkong, 19th September, 1905. [20

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905. [67

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906. [617

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [58

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MOLDAVIA ..... / E. H. Gordon	About 26th July	Freight and Passage.
LONDON, &c.....	DEVANHA ..... / T. H. Hide, R.N.R.	28th July, Noon.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....	SARDINIA ..... / C. C. Talbot, R.N.R.	About 1st August	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	JAVA ..... / S. Barcham	About 5th August	Freight and Passage.

For Further Particulars, apply to

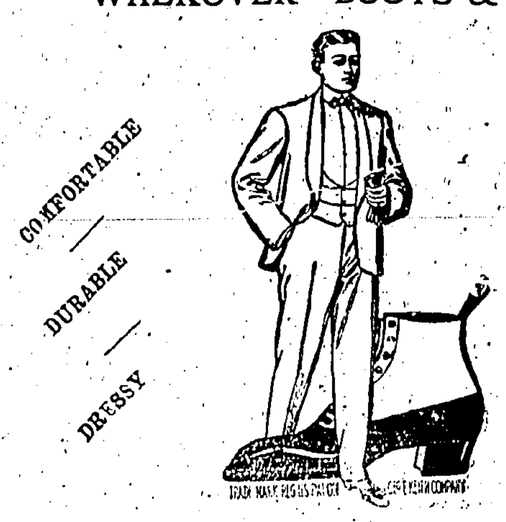
E. A. HEWETT, Superintendent.

Hongkong, 20th July, 1906 [4

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED A SHIPMENT OF
"WALKOVER" BOOTS & SHOES.



LANE, CRAWFORD & CO.

Hongkong, 12th July, 1906 [40

TRADE MARK

AQUARIUS Co.'s
STONE GINGER BEER.

THE BEST GINGER BEER OBTAINABLE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th July, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, the 28th instant,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.
Returning departure from Macao about 7 P.M.

Return Fare, 1st Class..... $4.00
„ „ returning on Sunday 5.00
„ 2nd Class, available to return on Sunday 2.00

OTHER RATES AS USUAL.

SUNDAY, the 29th instant.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
„ „ „ from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
CAFE WEISMANN will supply Luncheon and Refreshments.
MACHADO'S BAND will play Selections of Music.
Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 23rd July, 1906. [635

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saisebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Taguwa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanado, Mameda, Maynoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. 45]

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904 [55

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906. [510

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.

In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [57

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.

Hongkong, 15th March, 1906 [25

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [31

VICTORIA HOTEL, *SHAMEEN, CANTON;* ON THE BRITISH CONCESSION.

MACAO HOTEL, *MACAO, CHINA,* IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor. 761

ORIENTAL HOTEL
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.

Macao, 16th October, 1905. [729

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [728

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE SPECIALITIES.

For terms, apply to—
THE PROPRIETOR.

Hongkong, 7th May, 1906. [519

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,358 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons,.....Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

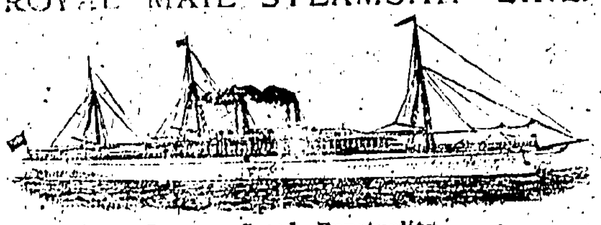
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906 [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*Vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, *Corner Pedder Street and Praya, opposite Blake Pier.* [13

Hongkong, 23rd July, 1906

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days. 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, $1; with Cabin, $2.
1st Class—Return, $2; with Cabin, $3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steerage—20 cents each trip.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in *First Class Cabins.*

Passage Fare—Single Journey ...$4
Meals .....$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
1st Class single $1 with cabin berth $2.00
" return $2 " " " 3.00
2nd Class single $0.80, return 1.50

Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 13th July, 1906. [18

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship *BAYERN*, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship *PRINZ SIGISMUND*, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	*WILLEHAD* *	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 18th July, 1906. [2

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

"MINIMAX" HAND FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [31

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK: THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905 [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP...	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAHI.....	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG..	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 10th July, 1906. [18

Intimation.

WM. POWELL, LTD.,

GENERAL FURNISHERS, HONGKONG.

SOLE AGENTS for Hongkong, China, and Japan.

ADDISON'S PATENT PORTABLE

SANITARY COMMODE

Hermetically Sealed.

Specially adapted for hot climates.

The ACME of

CLEANLINESS.

Stocked in Four Qualities:

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price $21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price $18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price $14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price $14.50.

Wm. POWELL, Ld.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906. [4

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530

PUBLIC WORKS DEPARTMENT,
Hongkong, 21st July, 1906.

OLD HARBOUR OFFICE,
DES VŒUX ROAD CENTRAL.

SEALED TENDERS will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 26th instant, for the LETTING OF THE OLD HARBOUR OFFICE, from the 1st August, 1906, and to the 31st December, 1907, subject to the conditions published in the *Government Gazette* (Notification No. 615, 19th July, 1906).

Each Tender should bear on the cover the words "Tender for Lease of Old Harbour Office."

The Government does not bind himself to accept the highest or any Tender.

Forms of Tender and further particulars can be obtained from the Public Works Department.

W. CHATHAM,
Director of Public Works.

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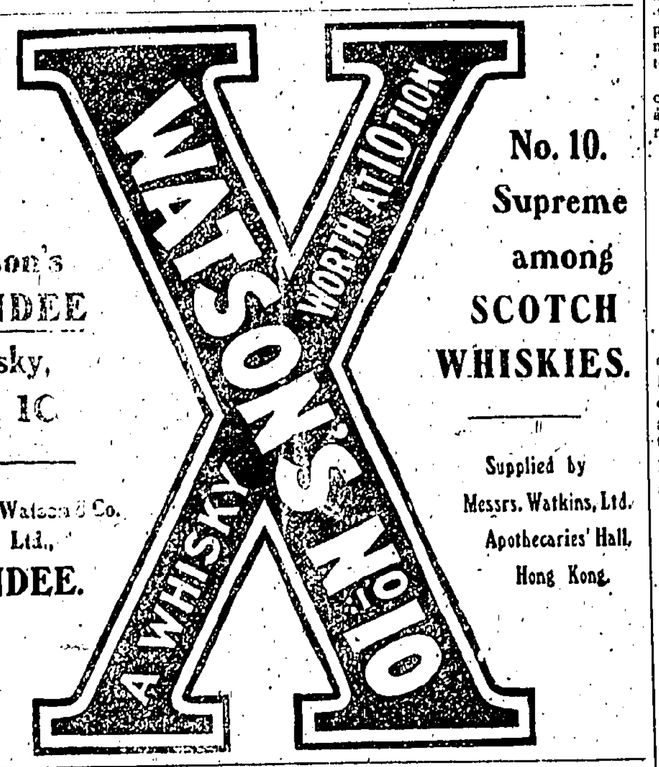

ASK for Watson's DUNDEE Whisky, No. 10

James Watson & Co. Ltd., DUNDEE.

No. 10. Supreme among SCOTCH WHISKIES.

Supplied by Messrs. Watkins, Ltd. Apothecaries' Hall, Hong Kong.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.,
General Agents for the West Point Building Co., Ld.

Hongkong, 13th July, 1906. [730

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [718

WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—
"X. Y. Z.,"
C/o This Paper.

Hongkong, 11th July, 1906. [720

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted to confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.
2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance, 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers. [718

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th July, 1906. [752

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWITCH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [61

THE SHANGHAI DOCK CO., LD.

To the Editor of the
"NORTH CHINA DAILY NEWS."

Sir,—The report and accounts of the above company issued by the Liquidators of S. C. Farnham Boyd & Co. are disappointing in every direction; the liquidators' report, the accounts themselves, and the certificate attached thereto are very disappointing.

The report is disappointing, because one did expect that the gentlemen who were elected liquidators would have had the courage not to have continued the errors of their predecessors by paying dividends the Company had not earned; the Company this year has barely earned 7½ per cent, yet we find them declaring a final dividend of 4 per cent making 8 per cent for the year, and to do this they take Tls. 30,000 from previous year's profits, a continuation of the suicidal policy that has brought the Company into its present deplorable state.

Regarding the accounts, there is very serious ground for complaint, as it is a well-known fact that the property was, a few years ago, written up to its full value, and nothing since has ever been written off for depreciation, or if it has, it must be so cleverly hidden up that no one can see it. Instead of being depreciated we find the "Old Dock" has increased in value Tls 21,500. The book entry or entries arriving at this result would be interesting, the other Docks (with the exception of "The International" which is also up Tls. 8,500) stand at the same value as last year. When one considers that the various Dock properties consist of not only land; but buildings, godowns, machine shops, boilers, dwelling houses (both Chinese and Foreign) and other properties of a depreciable nature, then the omission of any allowance for depreciation becomes a very serious matter and I would like to hear the explanation of both the liquidators and auditors on omission of this most important item.

Machinery and tools also show a slight increaseon the year, and, if rumour is to be believed, much of this is old and out of date.

As to the certificate, I think one might have expected something fuller from a gentleman (one of the auditors) who can add five letters to his name. The certificate states amongst other things that they have examined mortgage securities. I can find nothing in the balance sheet relating to money lent on mortgage. Do they infer that they have examined securities paid off prior to 30th April? If so, mention of this fact was needless; the whole gist of the first paragraph consists as to their having satisfied themselves as to the Bank balance. Wonderful! What is the nature of the trade expenses for which they have taken the liquidator's certificate? Surely, this is an extraordinary statement to put in a certificate. If such trade expenses can be certified to by the liquidators, why not the whole working accounts? Is not the principle the same? If so, let us save auditors' fees and take liquidators' certificates.

Did the auditors have all their requirements met? They do not say so.

In conclusion, are the liquidators going to make any inquiry into the methods by which the various amalgamations were effected? Are they going to make any inquiry into the finance that prompted the payment of certain dividends? Notoriously the one that completed the annual dividend of 28 per cent. If not, they will fail lamentably in their duties to the shareholders.

I may add, so as to avoid the usual Shanghai charge of being either a Bull or a Bear, that I am a small holder in the Company, and I have never speculated in their shares.—I am, etc.,

CRITIC.

16th July.

WOMEN OF ALL NATIONS PRAISE DR. WILLIAMS' PINK PILLS.

GRATEFUL THANKS FROM BURMA.

Hundreds of thousands of women the world over are using Dr. Williams' Pink Pills for Pale People every day. No other medicine enjoys so great a reputation over so vast an area of the Earth's surface, or is so justly entitled to be called the "Woman's Friend." Exactly why this is women tell one another, and the immensity of the sales of Dr. Williams' Pink Pills among women in Europe, America, Africa, Australia, and Asia is due mainly to this verbal recommendation and not so much to the written or printed word.

Yet on the other hand grateful women of all ranks of society, from Peeress to peasant, have courageously braved publicity, and permitted the facts concerning their cures to be made public through the Press for the information and guidance of their suffering sisters. Such an one is the wife of Maung Ne Dun, the well-known head Paddy Broker of the African Mills, Rangoon. This Burmese lady fell sick some years ago. She began to suffer from pains in the limbs and from ailments which all women know. She became pale and thin, lost her appetite, used to vomit after eating,

"She suffered from Pains."

was afflicted much with sleeplessness and unpleasant dreams. Frequently she had attacks of giddiness, there were black circles round her eyes, she always felt too tired and weak for anything.

"I gave my wife medicines, both Burmese and European, but these failed to cure her," said Maung Ne Dun. "It was not until I brought her Dr. Williams' Pink Pills for Pale People, of which I read in a little book left at my house, that the right remedy was found. Soon after my wife commenced taking these Pills it became apparent that they were doing her good. The pains in her limbs ceased, her colour became healthy, her appetite returned, she began to enjoy good sound sleep. She continued using the Pills until her cure was complete, and ever since then she has been quite well. Since then other ladies, friends of my wife, have taken Dr. Williams' Pink Pills and they have been cured in the same way."

Not only for women, but for men and children also, are Dr. Williams' Pink Pills for Pale People valuable. This has been proved by countless instances of cures published in the newspapers. These pills have cured anæmia, indigestion, liver ailments, palpitations, eczema and skin disorders, neuralgia, St. Vitus' dance, rheumatism, sciatica, paralysis, locomotor ataxy, beri-beri, and ladies' ailments. But only the genuine pills cure. Imitations and substitutes are useless. The genuine pills are obtainable from most leading chemists and storekeepers, also direct from the Dr. Williams' medicine co., Singapore, who send six bottles for eight dollars or one bottle for a dollar and a half post free to any address. [3

Auction.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

TO-MORROW,
the 24th July, at 12 o'clock Noon,
The Hulk "MEEANEE," late "SCREW," 3rd Rate, 3,842 tons.
(Lately used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will not be sold, viz.:—

CHAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to Inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspecting Orders can be obtained from the Auctioneers.

The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within Seven Days after date of sale.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, 23rd July, 1906. [712

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [703

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIPON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1906. [72

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74

TO LET.

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.

Apply to—
ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 2nd July, 1906. [694

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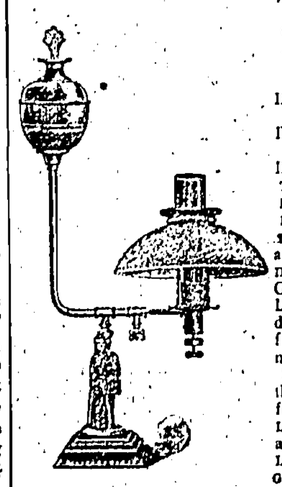

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Do. BOXED LIGHTS,
Do. HARP LAMPS,
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,
and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers,
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
100, Des Vœux Road Central.

Hongkong, 3rd July, 1906. [59

Intimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS,
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1901. [62

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE.,
BORDEAUX.

Cotes	$9.50	Per Dozen Quarts.
Medoc	9.50	" "
St. Estephe	9.50	" "
Pauillac	13.50	" "
Margaux	14.00	" "
Chateau Ludovice	17.00	" "
Chateau Galic	18.00	" "
Chateau Pontet Canet	20.00	" "
Chateau Mutton d'Armaillacq	24.00	" "
Chateau Marbuzet Merman	27.00	" "
Chateau Rauzan	30.00	" "

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL NORTE DE ESPANA-BILBAO.

Rioja	$12.00	Per Dozen Quarts.
Cepa Ruby	6.00	" "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 18th July, 1906. [59

Intimations.

A. S. WATSON & CO., LIMITED.

BULL DOG BRAND LIGHT ALE.

IN

QUARTS, PINTS

AND

SPLITS.

THIS ALE, brewed expressly for ROBERT PORTER & Co., LTD., is bottled under a Special System which enables the best Characteristics of a Good ENGLISH ALE to be Combined with Extreme Lightness of Character and a practical FREEDOM from SEDIMENT—a result hitherto deemed unattainable.

Per Case of 4 Doz. Quarts $18.00 Per Doz. $4.50
" " 8 " Pints 24.00 " 3.0
" " 12 " Splits 27.00 " 2.40

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 19th July, 1906. [34

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

CASH LESS 10%

CREDIT LESS 5%

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 13th July, 1906. [36—2A

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Kuling, on the 9th inst., the wife of THOMAS D. BEGG, of a son.

MARRIAGE.

On the 14th inst. at Shanghai, FREDERICK NEWMAN MATTHEWS, eldest son of F. E. Matthews of London, to FLORENCE EMILY, only daughter of the late John Soper of Exmouth Devonshire.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 23, 1906.

AGAINST PIRACY.

That the mercantile community of Hongkong has been stirred to the very depths by the piracy on the *Sainam* was made abundantly evident by the proceedings at the extraordinary general meeting of the Hongkong Branch of the China Association, on Saturday afternoon. There was a record attendance of members, whose unanimity in holding the Viceroy at Canton responsible for the tragedy, and in denouncing his laxity in trapping and exterminating the pirates of the delta should have a wholesome effect in rousing that official to some sense of his duties. The late Li Hung Chang may not have been an ideal administrator in all respects, but at least he is credited by the China Association with having swept out the pirate lairs root and branch during his regime and rendered it possible to trade in safety along the rivers of the delta. On this point we shall have more to say on another occasion. The Chairman gave the key to the attitude of the Association when he declared that the blood of Dr. Macdonald was on Viceroy Shum's official head, and his demand that the Viceroy should be summarily removed from office for his supineness and apathy which encouraged these piratical affrays secured the complete approval of the members. When the present Viceroy assumed office he was regarded as an ardent reformer determined to maintain law and order, to stamp out the villainous gangs who swoop down on unsuspecting traders and harry the defenceless peasantry; and for a time that idea continued to be held. But the energies of His Excellency failed in proportion as the depredations of the outlaws increased, until at the present day even European vessels, commanded by European officers, are not exempt from the attacks of the murderous bands along the coast. In an excellent speech, Mr. D. R. Law, of Messrs. Butterfield & Swire, lamented the death of the missionary whose life had been spent among the people, and he brought home to all hearts the necessity for immediate action when he said: "Yesterday it was poor Dr. Macdonald, who was sacrificed on the altar of official ineptitude and corruption; to-day it may be some other valued friend; to-morrow perhaps even yourself if your duty calls you to these regions." He observed that if the Chinese Government declared its inability to protect human life on the delta it behoved the British Government in concert with the other Powers whose nationals have commercial interests in South China to put an end to a "state of affairs which is a disgrace to civilisation." But the Chinese Government has already admitted its impotence by failing to expurgate the delta districts of criminal gangs, and the time is past when ordinary diplomatic representations are advisable. The subject is now one of international importance. The leading German merchants in Hongkong are quite alive to the danger of the position so far as trade, at least, is concerned. The members of the local branch of the East Asiatic Association of Hamburg—which corresponds to the China Association—have sent a vigorous and emphatic message to the central body urging that British action in compelling the Viceroy to suppress piracy should be strenuously supported by the Imperial Government. The Association has also communicated with the German Legation at Peking impressing the Minister with the heavy losses which will be sustained by German traders should these piracies continue to be tolerated. It is highly satisfactory that our German fellow-residents should have acted so spiritedly in this matter, for there can be no doubt that the pressure brought to bear by the influential members of the East Asiatic Association in Hamburg will have its effect on the Imperial German Government and, in the end, strengthen the hands of the authorities in Great Britain. The fact that the Germans are equally as strenuous as the British in the Far East in demanding redress will help the Government at home to realise that the clamour against the repeated piracies on the Canton Delta is no hysterical outburst on the part of a few second-rate commercial houses. It must recognise there is a deep-seated feeling shared by all nations that the barbarous hordes who pillage and plunder within sight of Hongkong must be swept from the face of the earth. And China having proved incapable of dealing with the plague the cure must be undertaken by the united forces of the Powers in the Far East. Viceroy Shum has lost the confidence of all foreign merchants; His Excellency is not even respected by his own people; while the criminal classes openly flout his edicts and proclamations. He is worse than useless as an administrator, and his power to enforce law and order has disappeared. In these circumstances he should be relegated to the seclusion of private life, or failing that, to some post where his mischievous policy of inaction and incompetency would no longer endanger the lives of foreign traders and travellers, or the security and property of the humble and law-abiding Chinese under his charge. The British Government may be hampered by controversies arising out of home affairs, but it cannot afford to disregard the interests of the Empire; and it will become the butt of the nations if it ignores the imperious demands of Britons in the Far East. The chief representative societies of Great Britain and Germany in Hongkong have spoken; the Chamber of Commerce will, no doubt, give expression to its views and assist the reform movement with the powerful backing which it can command; and it will only be necessary then for the Legislative Council to signify its sympathy and support by adopting a special resolution on the subject. If necessary, a special meeting of the Council might be convened so that all the forces of public and official opinion may be combined to convince the Foreign and Colonial Offices of the imperative need for immediate action.

A SANITARY EXPERIMENT.

Any experiment which has for its object the improvement of the sanitary conditions of the city is of the utmost interest to Hongkong, and reformers will watch with attention the scheme which has just been adopted by the Municipality of Singapore for the removal of night-soil by the authorities. At present, the systems of Hongkong and Singapore for the disposal of night-soil are to all intents and purposes identical. Householders are expected to engage the services of coolies to remove and clean the night-soil receptacles, and they pay the coolies such fees as may be mutually arranged. It is now proposed in Singapore that the householder should pay $3 a quarter in advance to the Sanitary Department which will undertake to remove the night soil by Municipal coolies. With the object of learning the measure of success likely to attend the scheme, the Singapore Municipal Commission has decided to try the experiment within a defined area of the city, and, thereafter, if the results are satisfactory the scheme will be applied to the entire city. It is beyond question that such a scheme has much to recommend it from a sanitary point of view. While the laws of the Sanitary Board as to the cleanliness observed in private houses are enforced by a staff of Sanitary officials, it is obvious that the latter cannot be everywhere at once, and the natural laxity of the lower classes in hygienic matters is apt to lead them to defy all the natural laws of sanitation. There must be many houses in the congested quarters of Hongkong where the nightsoil is allowed to accumulate until it becomes a grave menace to the health of the community at large. Primarily, the house occupier owes it to himself, his family and his neighbours to see that the nightsoil is regularly removed, in order to guard against the outbreak of disease and to increase the amenities of the premises. Foreign residents at all times, and especially when the Colony is visited by sickness, are careful to observe these principles, but can the same be said of irresponsible coolies who occupy one house to-day and another to-morrow? Were the Sanitary authorities empowered to raise a staff of nightsoil coolies and to levy a tax of $1 a month on each householder for the removal of the receptacles there would be a vast improvement in the sanitary system, and the conditions would be brought into conformity with those existing in the cities of Great Britain. Meanwhile, the experiment which Singapore has decided to make will be watched with interest by the sanitary experts of Hongkong.

THE decision of the Tokio Chiho Saibansho was delivered last week with regard to the burning of the official quarters of the Home Minister and police boxes in Tokio on the night of September 6th last. The defendants on trial number 103. Of this number, 95 were convicted and four have each been condemned to penal servitude for 12 years; one to major-confinement for ten years, three to major-confinement for nine years, and eight acquitted. The remainder are to be imprisoned with labour for periods ranging from one month to eighteen months or fined in sums ranging from Y5 to Y20.—*Japan Chronicle.*

LOCAL AND GENERAL.

THE Chinese Engineering and Mining Co.'s total output of the company's three mines for the week ending the 7th inst. amounted to 17,660.31 tons, and the sales during the same period to 15,401.79 tons.

*** "CRITIC" contributes a letter to the *N. C. D. News* on the liquidators' report and accounts of the F. C. Farnham Boyd & Co. We reproduce the letter on page 3 not in endorsement of the writer's contentious statements, but in the interest of a large number of our readers who may be following the course of affairs of the Shanghai Docks.

"To be bound over in the sum of $ 00 to come up for judgment when called upon, and to be whipped by his guardians at home," was the order issued by Mr. F. A. Hazeland, at the Police Court this morning, in the case in which a Chinese school-boy was charged with putting an iron bolt into the groove of the tram lines, at Kennedy Town, yesterday, with the intention of derailing a car.

A HOUSE which for some time past has been suspected by the police at Yaumati was raided last evening and eleven houseboys arrested. The premises, which are situated at 117, Temple Street, were known as the Houseboys' Club. On being placed before Mr. Gompertz this morning, two of the houseboys were charged with being keepers, and the rest with gambling. The first two were ordered to pay a fine of $50 each, or six weeks' gaol, and the rest $3 apiece.

SIX months' hard labour and to be exposed in the stocks, was the sentence passed by Mr. H. H. J. Gompertz, at the police-court this morning, on an old coolie, who was charged with stealing $570 in twenty-cent pieces from his employers, at No. 9, Chung San Street East, West Point, yesterday. It was said defendant waited until his master had left the premises, and then obtaining the key of the safe he removed the money mentioned above and disappeared. Only $100 was recovered when he was arrested.

ANOTHER excise officer employed by the Opium Farm, and stationed at Aberdeen, came up before Mr. F. A. Hazeland, at the Police Court this morning, on a charge of aiding and abetting an offence, contrary to the Opium Ordinance. Defendant was caught smoking illicit opium in a friend's house, yesterday, when it was his duty to seize the drug and arrest the owner. His Worship suggested that the excisemen now at Aberdeen should be transferred to some other station. The officer replied that they were being transferred to the Victoria Gaol. Defendant was paid $50.

THE P. & O. s.s. *Moldavia*, which is due here at 6 a.m. on Wednesday next, will on arrival proceed to the Kowloon wharf. The *Moldavia*, which is one of the largest and most recently constructed of the Company's fleet, will be well worth a visit, and although she will be working cargo during the stay in port visitors will be welcome and can be shown over the passenger accommodation. On the return of this vessel on the homeward voyage it is the intention to throw her open for inspection on Friday, the 10th August.

THE number of emigrants from the Port of Calcutta in 1905 was 5,010 in excess of that during 1904, the total, says an Indian Exchange, being 15,396. The Colonies which received the largest number of emigrants were Demerara 2,625, and Trinidad 2,285. During the year 4,703 immigrants returned to India, bringing with them savings amounting in the aggregate to Rs. 8,08,141, an average of Rs. 171 a head. It would be interesting to know the amount of savings *per. cap.* taken to China by coolies returning from the Rand.

A CROWD gathered round two coolies in the Central Market yesterday afternoon and the noise made by them attracted the attention of a *lukong* who went to see what was taking place. Immediately the policeman was seen the mob made for safer quarters, leaving two others squatting on the ground, hastily gathering up their property, and looking for an exit. The officer swooped down on the pair and marched them to the Central Station. They were placed before Mr. H. H. J. Gompertz this morning charged with playing *fantan*. They were each fined $3.

A CHINESE lad, thirteen years of age, with tears streaming down his face, came before Mr. H. H. J. Gompertz, at the Police Court to-day, and admitted, in a most dramatic fashion, a charge of "unlawfully (with malice aforethought) hawking vegetables without a licence." The lad said that it was the only way he had of earning a living. His mother, who supported him before, and brought him to Hongkong some years ago, was burnt to death in a fire, and now he had no family, but gained his daily bread by hawking. "Why don't you do some honest work?" queried the Court. At first his Worship asked if defendant had any male relatives to give him a whipping, but learning that there was none, the lad was discharged with a caution.

THE Japanese couple, who were remanded on Saturday, for entering the Colony on board the s.s. *Coptic*, in order to allow their Consul to attend Court, came up again at the Police Court this morning, but their Consul did not appear. The Japanese Court interpreter, who is vice-president of the Japanese Benevolent Society in Hongkong, informed the bench that he had had a conversation with the president of the society, and they had come to the conclusion that if the Court would discharge defendants they would undertake to send them home. Mr. Gompertz held that there was no doubt the defendants intended to stowaway—not to Hongkong, but to America—and had been placed on board the wrong ship. Still, the steamship companies must be protected. The man was fined $25, and the woman discharged with a caution. The Japanese Benevolent Society will undertake to get the pair out of the Colony.

CAPTAIN CLARKE ON PIRACY.

AN EVIL CENTURIES OLD.

PERNICIOUS SYSTEM OF TRIBUTE PAYMENTS.

In continuation of the interview with Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, our representative referred to the fact that much criticism had arisen regarding the precautions adopted to quell any disturbance that might occur at any time. Captain Clarke observed, in reply, that the steamers of his company, and indeed all steamers engaged in the passenger trade on the West River, were there in the character of peaceful traders. As such, he had absolutely no hesitation in saying that the precautions adopted, after years of experience, and with intimate knowledge of the trade, were more than ample to meet every case of emergency and to cope with any uprising or disturbance among the passengers in the ordinary course of things.

A DETERMINED ATTACK.

"It must be remembered," he proceeded, "that the Province of Kwangtung is infested with a particularly unruly population, who are driven, at this time, by the pinch of hunger to determined attacks on vessels trading on the West River. They combine so that their numbers may beat down the opposition offered by the limited number of officers and crew who can offer any resistance to the marauders. The fact that in one boat alone there were 13 men armed with modern weapons and prepared to protect the retreat of the pirates in the event of the resistance proving successful shows how carefully the scheme was planned. These swift snake-boats were full of men armed and ready to fight to the last; they did not participate in the attack, but simply waited to guard the return of the pirates. That goes a long way to show the attention that had been given to every detail of the attack which was unfortunately carried out with such tragical results.

AN ACT OF WAR.

"It is obviously impossible in such instances for any crew to withstand so determined an attack by a band of pirates bent on looting a trading steamer such as the *Sainam*. It is nothing short of an act of war on peaceable traders. At least, I can only characterise it as that. And no one can blame our officers if they fail to resist such forces and succumb against such odds.

FAMOUS PIRATE CHIEFS.

"It is a fact recorded in history that from time immemorial and more recently since the famous pirate chiefs Ching Yih and Chang Pau, with their fleet of about six hundred junks, infested these coasts, that tributary payments were made by trading craft to the robber bands in order that they might be safe from attacks. The people along the coast all paid this toll to the pirates, which showed the fear that the gang inspired. It is a matter of history that in the middle of the 16th century—in 1551—even according to the Chinese themselves, the Imperial forces felt no longer possible to crush the pirates. No doubt, if we handed over to the robbers the money which at present goes into the coffers of the Imperial Government we should find that our vessels would be free from the molestation to which they have been subjected all these years. It would be preposterous for us to do such a thing. We must go to the root of the evil and exterminate the pirates from these coasts."

A PURE FABRICATION.

Questioned about the report that the Samshui Customs had been pirated, Captain Clarke said he was there only the other day and inquired whether there was any truth in the rumour. He was informed that the story was a pure fabrication.

PIRATICAL ATTACK FRUSTRATED.

"There is some foundation," Captain Clarke stated, "for the rumour that an attack was contemplated some few weeks ago on a large party of foreigners, including H.B.M. Consul-General and many ladies and gentlemen who had decided to visit Samshui by rail, and thereafter to continue the journey as far as How Lik, near the Tin Woo Shan monastery, on pleasure bent. The information that a band of pirates had determined to "hold up" the excursionists was obtained by the chief of the Samshui railway, and he promptly took steps to frustrate the object of the pirates. Instead of allowing the special train to stop at intermediate stations, he gave orders that the train should be rushed right through without a single stop. The order was obeyed and not a sign of the pirates was seen."

During the last three years over forty cases of piracy have been reported to the Viceroy from the British Consulate alone.

A LUNATIC AT LARGE.

SERIOUS ASSAULT ON HIS WIFE.

Sin Hing Fat, a fisherman, and owner of fishing boat No. 3852, becomes dangerously mad several times a year. When he is not "balmy," to use the words of his wife, "he is as good as ever." But when the time arrives for him to get mad he is a terror. The last time he became crazy he had to be removed to the Lunatic Asylum where he was incarcerated for some days. He was released afterwards and returned to his work in as good a condition as before, but as soon as the crazy feeling overtook him again he resorted to the old habit of stabbing his wife. Yesterday his boat was anchored off Hunghom. Walking up to the stern of the junk, where his wife was seated, with her eight children, he attacked her with a knife stabbing her on the back of the head. She managed to free herself and getting hold of the knife flung it into the sea. She then gave an alarm and handed her husband over to the police. He was placed before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with cutting and wounding his wife. He admitted the charge. His Worship sentenced defendant to six weeks' hard labour, remarking that he would be examined as to his mental condition in gaol. He warned accused that in case he should be released, and he repeated the offence, he would be sent to the Asylum for life. Accused said it would not occur again and promised to be good.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE "SAINAM" TRAGEDY.

GERMAN TRADERS SUPPORT BRITISH ACTION.

TELEGRAMS DESPATCHED TO HAMBURG AND PEKING.

The following telegrams which have been despatched to Hamburg and Peking by the members of the East Asiatic Association in Hongkong are of especial interest at the present moment:—

[*Translation.*]

"Hongkong, 21st July, 1906.

"The East Asiatic Association,

"Hamburg.

"Forward representations to the Government to the effect that the British action to compel the Viceroy of Canton to suppress piracy in the Canton Delta should be strenuously supported [by our own Government].

"Unless this be done there is unquestionably danger that further heavy loss will be inflicted upon German trade.

"We are forwarding a like despatch to Peking.

"(Sd.), HONGKONG BRANCH EAST ASIATIC ASSOCIATION OF HAMBURG."

[*Translation.*]

Hongkong, 21st July, 1906.

"German Legation,

"Peking.

"We earnestly urge that the British action to compel the Viceroy of Canton to suppress piracy in the Canton Delta should be strenuously supported.

"Unless this be done there is unquestionably danger that further heavy losses will be sustained by German trade.

"We have forwarded a similar despatch to the East Asiatic Association of Hamburg.

"(Sd.), HONGKONG BRANCH EAST ASIATIC ASSOCIATION OF HAMBURG."

[*N. C. D. News.*]

The Japanese in Manchuria.

Tokio, 14th July.

A Washington report states that Mr. Rockhill, American Minister in Peking, has suggested to Mr. Root that the United States should appeal to the Powers to forward identical protests to the Japanese Government with the object of securing the "open door" in Manchuria. The report has received no confirmation in Tokio.

The Japanese Withdrawal from Manchuria.

Tokio, 17th July.

The Military Administration at Changtu was withdrawn on Saturday.

Vice-Consulates will be established at Tiehling and Liaoyang in August.

A NEW PIER.

At the offices of the Public Works Department this afternoon the right of erecting and maintaining a permanent Pier over Crown foreshore, opposite to Queen Victoria Street (Pier Site No. 1.) was put up for sale by public auction, by order of His Excellency the Governor, for a term of 50 years. The upset price was $12,000, the largest dimensions being 200 ft. by 20 ft.

There was little competition, and at the final bid of $12,300, which was $300 above the upset price, Li Shiu Fan became the purchaser of the rights offered for sale. This pier, we understand, is to be used as a point of arrival and departure of the launches plying for hire in the harbour.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of China*) 24th inst.
English (*Moldavia*) 25th inst., 6 a.m.
American (*America Maru*) 27th inst.
Ger. (*Prinz Eitel Friedrich*) 30th inst., p.m.
Indian (*Sutlang*) 5th prox.

The E. & A. s.s. *Eastern* left Port Darwin this morning, *via* Manila for Hongkong.

The Imperial German Mail s.s. *Preussen* which left here on 21st ult., at 5 p.m., arrived at Genoa on 22nd inst.

The I. C. S. N. Co.'s s.s. *Sutsang* left Calcutta for this port *vid* the Straits on 19th inst., and may be expected here on 5th prox.

The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on 18th inst., at 1 p.m., arrived at Shanghai on 21st inst., at 1 a.m.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Shanghai at 1 a.m., on 22nd inst., and left again at noon same day, for Nagasaki, where she is due to arrive at 6 a.m., on 24th inst.

TELEGRAMS.

[*Reuter's.*]

Russia.

LONDON, 20th July.

A sensation has been caused in St. Petersburg by rumours that the Tsar has decided to close the Duma, if it issues a manifesto to the nation demanding the nationalisation of land; and that he has also arranged for an Austro-German armed intervention to suppress the insurrection.

The latter report is officially denied in St. Petersburg and Vienna, but a dissolution of the Duma is generally considered imminent.

The Constitutional Democrats have submitted a more moderate version of the manifesto, which the Duma is now discussing, in the hope of avoiding a conflict.

Later.

The Duma has adopted a manifesto to the people rejecting the agrarian programme of the Government and strongly favouring the expropriation of landowners.

The Duma admonishes the people to peacefully await the realisation of their (the Duma's) labours.

This is considered to be a decisive challenge to the Government.

21st July.

The Odessa dockers, who have been on strike, have resumed work, owing to an order of the Governor, threatening to exile them if the strike was continued.

Result of the Eclipse Stakes.

1.—Llangibby.

2.—Beppo.

3.—Wombwell.

The Late Mr. Beit's Will.

Mr. Alfred Beit's will gives £1,200,000 for the promotion of railways and means of communication in Rhodesia, German East Africa, Portuguese East and West Africa and other parts of the continent which the Cape to Cairo Railway may traverse.

Great Fire in Dundee.

A great fire has occurred in Dundee, destroying the largest whisky stores in Great Britain, and two large jute warehouses.

FRACAS ON THE "DEVANHA".

FIGHT ON BOARD A MAIL STEAMER.

On the 17th inst. we report telegraphically from Shanghai the occurrence of a fracas on board the *Devanha* in the Northern port. From the *N. C. Daily News* of 18th inst. we obtain the following further particulars:—

A serious fight among the firemen employed on board the P. & O. S. *Devanha*, now lying in the Lower Reach, took place yesterday. The trouble arose between two sections of the Lascars, who resorted to knives to settle their difference. The struggle was prolonged and the European officers on board found it impossible to restore order. According to a statement by Mr. Lunn, the chief officer, the police flag was flown from the vessel from 4 p.m. till after dusk. No assistance was however, forthcoming from the river police and the staff were considerably pressed before help eventually came from the municipal police, four of whom went on board. A message was also sent to H. M. S. *Astræa*, from which a detachment was ready to board the *Devanha* had its aid been needed. The rioters were eventually checked before any fatal injuries had been sustained, but several were badly wounded and are under the care of the ship's doctor.

19th July.

The *fracas* on board the P. & O. S. *Devanha* seems to call for more than passing comment, as it reveals the anomalies of the harbour police system. As we stated yesterday, the police flag was flying for several hours before any notice was taken of it. The Municipal Police then went on board at the request of an officer of the *Devanha*, and, apparently, with the approval of the British Consul. In most of the harbours of the world the harbour police would respond to the police flag, but in Shanghai where matters are complicated by extraterritorial jurisdiction, the River Police are not permitted to board any European vessels, even when their services, as on Tuesday, are applied for, the Municipal Police have not the right to board any vessels, even in such narrow waters as the Soochow Creek, jurisdiction on the water, where Chinese boats are concerned, being vested in the River Police. We are thus confronted with the fact that when police assistance is required on board ship, and the call-flag is hoisted, there is no one who is legally entitled to answer the summons. To illustrate the gravity of such a state of affairs, let us suppose that the affray on the *Devanha* had suddenly developed into an attack upon the Europeans on board. Unless the mutiny signal were hoisted, when the British warships in port would send assistance, the vessel would still be as much neglected as she was yesterday.

It certainly appears that some arrangement should be come to by which the River Police, at the very least, should be obliged to report the hoisting of the police flag to some responsible authority.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 23rd at 10.35a.—Orders issued to lower the signal.

At 11.20a.—The barometer has fallen on the China coast, more particularly at the Formosa Channel stations and in N. China.

The depression has moved Northwards, and now lies over the coast between Swatow and Amoy. Apparently it has no deep centre.

Gradients have decreased over the E. coast of China, but continue steep with strong SW. winds over the China Sea.

Owing to the interruption of the cable, the Gap Rock observations are not available.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.70 inches.

VOLUNTEER AL FRESCO CONCERT.

Blessed with fine cool weather on Saturday night, the first of the series of Promenade Concerts to be given this season, under the direction of Mr. G. Grimble, was held in the presence of a very large audience. The grounds had taken on their usual gala attire of Chinese lanterns, the stage in the matshed, erected under the supervision of Sergeant-Major Higby, being draped with bunting and flanked with huge palms and pots of evergreens; the whole *mise en scène* looking very cool and pleasing. The not too long programme was opened by the West Kents Band, under Bandmaster McKelvie, which played *Die Zauberflote* splendidly, winning equal laurels with their excellent and spirited rendering of selections from "Little Michus," "Lohengrin," and the Triumphal March "Entry of the Gladiators," with which they closed the programme. The first solo was delivered by Gunner Frank Austen, who chose "I would I were a King," and sang it in his usual studied manner, and was followed by Mr. P. W. Goldring, with "I came not this trip I hold," ("Rose of Persia") and right well did he interpret this rollicking song, fully deserving the encore which he was forced to respond to. Messrs. F. Carr and H. Moorhouse then amused the audience with the "Twin duet" from the "French Maid" Mrs F. Maitland following with Pelissier's "Awake," delightfully rendered, and eliciting an encore to which she responded with "The Rose of the River, later on giving the audience the further treat of hearing her in "The night has a thousand eyes," which she kindly sang to fill the hiatus caused by the regrettable, but unavoidable, absence of Mrs. F. J. Badeley. Mr. F. A. Thomas rendered "My Queen" very well and with great care, but a more modern selection might have been a happier choice. Nicholls' "Devotion" was well sung by S. Moutrie, and then Mr. G. W. C. Burnett, with a parody of "Mary of Argyle," brought the solos to an end, the Band concluding the concert with "God save the King," and so ended a very delightful evening upon the success of which Mr. Grimble is to be heartily congratulated.

SATURDAY'S GYMKHANA.

A RECORD MEETING.

Although the attendance at the fourth meeting of the Hongkong Gymkhana Club, which was held at Happy Valley on Saturday last, was not what one would call good, yet the very exciting finishes in each race, and especially the large dividends paid at the pari-mutuel stand, which were the best paid out for some time, made up for the small attendance. The weather, though very hot, did not appear to have made any difference with the sports. The jockeys took to different means for protecting themselves from the sun; the members' stand was "roofed," while the majority of others had either to remain in the shade under the grand-stand and view the races from there, or saunter out and be "baked." A few seconds before the starting of the first race His Excellency the Governor, Sir Matthew Nathan, arrived and was met by Messrs. C. H. Ross, H. P. White and J. A. Jupp, who conducted him to his stand. The band of the West Kent Regiment, under the charge of Bandmaster T. McKelvey, was again in attendance, rendering appropriate music and keeping matters cheerful.

The first race of the day was the closest event seen at a gymkhana meeting for some time, and it was in this that Mr. G. W. Gegg showed admirable riding on Highland Gillie. Before the ponies went out the betting was mostly on Pathan (10st. 8lb.) who was favourite, Merrymite next, on account of the small weight (9st. 10lb.), and those who were in the know touched Highland Gillie, who stood at 10st. 11lb. From the start Gegg was seen to be holding back his mount hard and in consequence purposely lost a good place in the field. He was trailing up to Black Rock, Pathan still keeping the lead. From the Black Rock and on, Highland Gillie was given his head, after swerving to the outside, and then Mac's pony rattled its legs. At the village Gegg pulled in a bit for the turn and entering the straight—in third place—he gave the pony "rope." A few yards from the post Pathan and the Gillie were neck and neck. Then Gegg began to work earnestly, pushing the Gillie along in good style, and won by a neck from Pathan.

A large field contested for the second race, and it was said by all present to be no race at all. The starter's flag did not fall, no bell was rung, but the ponies came home, nevertheless, Moxon winning this race on J. J.

People were asking what is becoming of the Challenge Cup race of late. A race of this kind usually fetches a large field but on Saturday only two ponies contested and Master won again on Blue Nile, making 9 points. It was whispered on the course that there was a bet in view and one pessimist, who became sarcastic, remarked that people came to see racing not bets being settled. However, the question of the bet lacks confirmation.

Following are the descriptions of the different events:—

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee $5. 1st prize: A Cup presented by Mr. H. E. R. Hunter; 2nd prize: $25. (Entrance fees to go to winner.)

Mr. D. Macdonald's Highland Gillie, 10st. 11lb, (Gegg) 1
Mr. W. G. Clarke's Pathan, 10st. 8lb,* (Clarke) 2
Mr. H. F. Hickman's Roscommon, 10st. 5lb., (Dupree) 3
Father O'Flynn's Merrymite, 9st. 10lb,* (Gresson) 0
Mr. G. K. Hall-Brutton's Preston, 11st. 5lb. (Brutton) 0
Hon. Mr. W. J. Gresson's Mamodeen, 10st. 7lb., (Gresson) 0

*5lb. allowance.

A very fair start, Pathan taking the rail position from the start. The field spread as soon as the village was reached, Highland Gillie being last. The same order was maintained for some distance on, and passing the judge's box the order was: Pathan, Preston, Roscommon (trying hard for second place), Merrymite, *Mamodeen and Highland Gillie (going easy).* At the football stand Preston challenged for first place, Highland Gillie last, but one. Leaving Black Rock, Roscommon forged into third place, with Highland Gillie. On the home run the three were bunched, with Pathan still leading. A most exciting finish resulted in Highland Gillie being pushed home by a nose from Pathan and Roscommon a neck further back.

Time: 2 min. 45 2/5 sec.
Pari-mutuel: $22.60.

2.—4.30 P.M.—WELTER RACE. 3 FURLONGS.—For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee $5. 1st prize: A Cup presented by Hon. Mr. W. J. Gresson; 2nd prize: $25.

Mr. Moxon's J. J. ..... (Owner) 1
Mr. Hyne's Sirocco ..... (Henchman) 2
Mr. Logan's Paisley's Pride ..... (Logan) 3
Mr. Reinbeck's Saxonia ..... (Tiefenbacher) 0
Mr. M. W. Slade's Atlas ..... (Owner) 0
Capt. Smith's Shimeorite ..... (Owner) 0
Mr. Hughes' Rabbit ..... (Owner) 0
Mr. Macdonald's Highland Whiskey (Doran) 0
Hon. Mr. W. J. Gresson's K.O.S.B. ..... (H. W. Slade) 0

A field of nine entered the field and cantered to the three furlongs post. A runaway "start" was seen, although the starter's flag never dropped, nor was the starting well rung. In consequence of that it was thought by the lookers-on that it was a false start, but when the jockeys made no attempt to pull up and turn back to starting point, spectators wondered what was going to happen, thinking perhaps that the ponies had bolted and the jockeys were unable to hold them back. Coming round the bend, Hughes, the rider of Rabbit, rolled off the saddle, and sustained some damage to his face, but his pony—thinking perhaps he could do better minus a rider—kept going and came in third place, but was not counted. It could not be called a race, for several ponies did not start, and seeing that the others were not coming back, they were ridden home.

Dividend: $64 80.

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value to be declared when cup is purchased. For all China ponies Catch weights at 10 st. 6 lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffins allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent Starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of $5 to go in the purchase of a memento to the winner of each race, and $15 to second pony out of the Club funds. At the conclusion of the season a cup, value $100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. C. Master's Blue Nile, 10st. 11lb. (Owner) 1
Mr. G. K. Hall-Brutton's Kingston, 11st. 2lb. (Owner) 2

Only two ponies entered for this event. Blue Nile being considered the "sure thing" was heavily backed, while those who wanted a huge dividend put on Kingston. Blue Nile was on the rails when the starter's flag fell and both ponies kept together until near the village. Then Blue Nile came away in the straight, but was not allowed to go far by Kingston. Blue Nile won the race, with the other very close behind.

Time: 2min. 18 2/5 sec.
Pari-mutuel: $6.20.

4.—5.30 p.m.—LADIES' NOMINATION. AFTERNOON TEA STAKES.—A number of small tea tables to be arranged on the course, and Ladies to be seated at these tables. Gentlemen to lined up some distance away dismounted. On the word "go" they are to gallop to their nominators who will give them tea. The gentlemen must drink a cup of tea and eat a small biscuit, then return to starting point. An umpire will be at each table to see that the conditions are carried out, and points will be deducted for unseemly haste, etc. First at winning post with least number of points deducted to win. 1st and 2nd Prizes presented by the Club. Entrance fee $3.

Mr Dupree, nominated by (Miss Brutton) 1
Capt. Smith by (Miss Aitken) 2*
Mr H. W Slade by (Mrs. Philips) 2*
Mr. M. W. Slade by (Mrs. Ram) 3
Mr. G. C. Moxon by (Miss Vernon) 0
Mr. J. E. Gresson by (Miss Barkeley) 0

5.—6 p.m.—THREE QUARTERS OF A MILE RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee $5. 1st prize: A Cup presented by Mr. H. P. White; 2nd prize: $25. (Entrance fee to go to winner.)

Mr. W. G. Clarke's Lashmere, 10st. 12lb. (Dupree) 1
Mr. Ottery's Red Herring, 10st. 7lb. (Master) 2
Mr. W. G Clarke's Pathan, 10st. 11lb. (Owner) 3
Father O'Flynn's Merrymite, 10st. 0lb. (Gresson) 0
Mr. F. H. Hickman's Roscommon, 10st. 6lb. (Wilkin) 0
Mr. A. C. Hyne's Ingot, 10st. 10lb. (Brutton) 0

After three false starts the bunch got away to a good start, and Pathan who was sent out to make the pace for Lashmere, took the lead, the others in a group behind. Turning into the straight on the home run, Pathan fell back, giving place to Lashmere, who kept the lead until the Judge's box was passed, Red Herring ousting Pathan from second place, coming in a good second, and Pathan not a bad third.

Time: 1 min. 3 2/5 sec.
Pari-mutuel: $17.70.

6.—6.30 p.m. HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights 10 st. 8 lb. Winner of hurdle race at first, second and third gymkhanas to carry 5 lb. extra. Entrance fee $5. 1st prize: A Cup presented by Mr. F. B. Deacon; 2nd prize: $25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston, 10st. 13lb. (Owner) 1
Hon Mr. W. J. Gresson's Glenburn, 10st. 13lb. (Dupree) 2
Commander H. D. Wilkin's (R. N.) Linkman, 10st. 8lb. (Owner) 3
Hon. Mr. W. J. Gresson's Eager, 10st. 8lb., (Joslin) 0

Crossing the sticks brought out a good field. The ponies jumped in fine style, and on passing the stand for the first time Eager had the lead, Glenburn next and Linkman (the favourite) last. Glenburn challenged Eager at the football shed and at Black Rock Glenburn came away. Round the village Linkman forged ahead into third place, while Preston took the lead and an exciting race home followed in which he won easily, Glenburn being second.

Pari-mutuel: $31.

S. C. FARNHAM, BOYD & CO., LD. IN LIQ.

THE FINAL MEETING.

The sixth annual general meeting of the shareholders in S. C. Farnham, Boyd & Co., Ld., (in liquidation,) was held at Shanghai on 17th inst. There was a large attendance, Mr. John Prentice being in the chair.

The Chairman asked the secretary to read the notice convening the meeting.

Mr. Osborne having read the notice,

The Chairman said this was a meeting called by the liquidators of S. C. Farnham, Boyd & Co., Ld. There were only two liquidators present. Mr. Gresson resigned on leaving for Hongkong and Sir Charles Dudgeon was away. The Chairman, whose speech was practically inaudible, was understood to say that the liquidators had pleasure in submitting their report—pleasure in one way but not in another. They regretted very much that the report for the past year was so bad, but called attention to the fact that in all business such as theirs they must take the bad business with the good. Those engaged in shipbuilding businesses could not depend on a regular and uniform amount of business—they had to depend each year on the amount of work they had to do during that period. He called attention to the trade they had done during the past five years and the amount they had paid to shareholders in dividends. The past five years did not show a bad record for a shipbuilding company. All they had to do at this meeting was to present the liquidators' report. As they would see by the accounts, after allowing for an interim dividend of four per cent. on 55,200 shares paid January last, and absorbing Tls. 220,800, there remained for distribution the sum of Tls. 224,797.98. The liquidators recommended dealing with this amount as follows:—Payment of a final dividend of Tls. 4 per share, Tls. 220,800, and the carrying forward to new account of Tls. 3,997.98. Before asking the shareholders to pass the report he would like to say a few words about the accounts. The Chairman proceeded to refer to the assets from the Old Dock, saying that they were more than last year, and quoted figures with regard to the International Dock, and other undertakings. Before putting the resolution to accept the report and accounts he expressed willingness to answer any questions.

Mr. Hutton-Potts said the stock of material on hand, and unfinished work, less liabilities, was set down as Tls. 1,225,952.25. He believed last year this amount was Tls. 1,500,000 odd, so that there was a difference of Tls. 300,000 nearly. He would like to know whether the stock had been used or written off.

The Chairman replied that the stock was reduced, and the figures quoted now represented the actual stock in hand. They had been trying to reduce their stocks all the time, and shareholders would be able to see that was so if they looked back through the old accounts.

Mr. Hutton-Potts—I understand nothing has been written off, but it has been used?

The Chairman—Nothing has been written off at all.

Mr. Hutton-Potts said he noticed in the accounts that amongst the assets were:—Old Dock, property with boilers, pumps, new moorings, shear legs, launching ways, capstans ect., Tls. 691,550; Cosmopolitan Dock property, with pump house, pumps, boilers, etc., including ground, Tls. 554,000; and Tunkadoo Dock, property with buildings, boilers, pumps, shear legs, etc., Tls. 178,500. He would like to know about all these boilers, pumps, etc.—was anything written off from them?

The Chairman replied that nothing was written off because they were kept in order all the time.

Mr. Burkill—How about the machinery, tools, etc., at the five docks and engine works, Tls. 1,103,097?

The Chairman—They are all kept up in the same way, and are not valueless by any means. I have an independent valuation here putting the property at a larger figure than we set down. (The Chairman proceeded to read the valuation made of the various docks.)

Mr. Hutton-Potts said there were a number of opposition businesses which had sprung up and were making money. There was the Kiangnan Arsenal; the Vulcan Iron Works were making something like twenty per cent; and Mr. Blechynden, they all knew, was making a small fortune. If the Dock Company was sufficiently pushed and the thing driven through they could drive all this opposition out of the place. He knew the chairman did his very best for the company and worked very hard, but what the shareholders wanted to see was young blood in the place. (Applause). Their business would not come to them all the time; they must use plenty of energy and tout for trade. If these people running in opposition cut under them they must retaliate by cutting under too. They had money at their backs, they did good work, and they must, if necessary, go five per cent. less in their prices than their opponents. Let them lose money, if need be, for a year and go without a dividend; the company had plenty of credit, plenty of backing, and would win in the end. (Applause).

The Chairman said he could not agree that they did not push their business. They had young men running all over the harbour for work and when they came across these small shops in seventy per cent. of cases they took the business away from them. (Applause). He was not prepared to lose money, but if they were given a fair field and no favour he was quite sure they would do better than any other firm here. (Applause)

The chairman proposed, and Mr. J. M. Young seconded:—That the report and accounts of the company made up to the 30th of April last—as printed and circulated—be adopted and approved of, and that the liquidators be authorised to pay a final dividend at the rate of Tls. 4 per share.

The resolution was carried *nem con.*

This concluded the business of the meeting.

THE OLD DOCK.

We (*N. C. D. News*) are asked to state that at the meeting of the Shanghai Dock and Engineering Co., Ld. held on Tuesday, the Chairman in the course of his speech said—"With regard to the Old Dock property, and that portion between the International and Cosmopolitan Docks, at the moment I am not in a position to say whether it will be sold, or developed by the Dock Company, but shareholders will be notified of anything of importance in this connection."

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

The first statutory meeting of the shareholders in the Shanghai Dock and Engineering Co., Ld. was held at the Head Office after the conclusion of the meeting of S. C. Farnham, Boyd & Co., Ld. Mr. John Prentice presided, other directors present being Messrs. H. Von Rucker, A. M. Marshall and H. Keswick beside the shareholders named in the above meeting.

The Chairman said this was a statutory meeting called to conform with the Hongkong Ordinances. There was nothing much to report. Nearly all the directors had changed. Mr. Gresson had gone to Hongkong and his place was taken by Mr. A. Korff who had been replaced by Mr. Carl Michelau, Mr. J. Johnstone's place was taken by Sir Charles Dudgeon, who had now resigned, and it had been suggested that the vacancy should be left, as Mr. Johnstone who was a valuable director, would soon return. As regarded the prospects of the company he had no fear. He was a large shareholder himself and had pinned his faith to the company. They had some valuable property and he believed the company had a good future before it. What they desired was to be left alone to work out their own salvation and he thought the shareholders would come out all right.

The meeting then concluded.

HONGKONG AND WHAMPOA DOCK CO., LTD.

DIVIDEND DECLARED.

The Secretary of the Hongkong and Whampoa Dock Co., Ld., informs us that, subject to audit, the directors of the Hongkong and Whampoa Dock Company, Limited, will recommend at the forthcoming meeting a dividend of 12% = $6.00 per share, write off about $61,000, and carry forward about $393,000.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

1 p.m.

Buyers:—Hongkong Banks $840, London £9, Unions $810, Hongkong Fires $315, China Fires $89, H.K., C., and M. Steamboats $27, Douglases $44, Hongkong Docks $149, Raubs $3½, Shanghai Docks Tls. 90, Hongkong Lands $114, Humphreys $11.25 China-Borneos $7½, China Providents $9, Cements $28½, Tramways $235, Ices 240.

Sellers:—Canton Insurance $340, China-Manilas $20, Shell Transports 27/6, China Sugars $145, West Points $52, Hotels $125, Cottons $14, Electrics $15, Ropes $29, Watsons $13, Star Ferries $29.

Sales:—Indo-Chinas $70.

Nominal:—National Banks $47, Kowloon Wharfs $106, Hongkew Wharfs Tls. 220; Dairy Farms $16½ Light and Powers $10. Powells $10½.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,
For Account of the Estate of the late H. W. MERRILL,
on
THURSDAY,
the 26th July, 1906, at 2.15 P.M., at No. 4, Conduit Road,
THE WHOLE OF THE
HOUSEHOLD FURNITURE
THEREIN CONTAINED,
ALSO
PHOTOGRAPHIC CAMERAS, APPARATUS AND CHEMICALS.
(Particulars from Catalogue).
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd July, 1906. [761

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"ZAIDA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 24th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 23rd July, 1906. [759

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 25th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd July, 1906. [6

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 25th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 23rd July, 1906. [760

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ERNEST SIMONS,"
Captain Bourdon, will be despatched as above, on or about the 23rd instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 16th July, 1906. [11

Intimations.

THE

ROBINSON PIANO

CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38

AUSTRALIAN

WINES.

H. J. Lindeman's

CAWARRA

CLARETS

AND HOCKS.

"CAWARRA" CLARET

Per Case 12 Bottles $15.00
Per Case 24 ½ Bottles 16.00

"CAWARRA" HOCK

Per Case 12 Bottles $15.00
Per Case 24 ½ Bottles 16.00

FRENCH CLARETS.

	1 doz. Bottles.	½ doz. ½ Bottles.	¼ doz. ¼ Bottles.
Vin Ordinaire	$ 4.50	$ 5.50	$ 8.50
Côtes	5.00	6.00	9.00
Medoc	5.50	6.50	9.50
St. Emilion	6.50	7.50	10.50
Margaux	7.00	8.00	11.00
St. Julien	8.00	9.00	12.00
St. Estephe	10.00	11.00	14.00
Cos St. Michel	12.50	13.50	16.50
Ch. Leoville	13.00	14.00	17.00
Ch. Larose	13.00	14.00	17.00

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd June, 1906. [41

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALCINOUS"	26th July.
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
*GENOA, MARSEILLES & L'POOL	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
*HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

* Taking Cargo for Liverpool at London-Rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.

FROM	STEAMER.	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st July, 1906. [3

CHINA NAVIGATION CO., LIMITED.

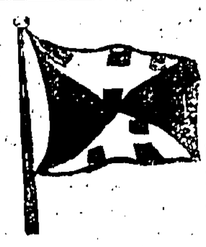
FOR	STEAMERS.	TO SAIL.
MANILA	"TAMING" *	24th July.
CEBU and ILOILO	"SUNGKIANG" *	25th "
KOBE	"TAIYUAN"	25th "
SHANGHAI	"KASHING" †	25th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW" †	27th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * ‡	11th August.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd July, 1906. [9



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st July, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK *viâ* PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906. [8

Dentistry.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904. [68

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
*SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	26th August.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

* SCHWARZBURG ... Capt. Eckhorn	HAVRE and HAMBURG, Via SINGAPORE, PENANG, and COLOMBO	24th July.
ALESIA ... Capt. Lüning	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA ... Capt. Müller	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA ... Capt. Bahle	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
* SCANDIA ... Capt. v. Döhren	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA ... Capt. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAMBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

DAPHNE	KOBE, NAGASAKI & WLADIVOSTOK	26th July, Freight and Passengers.
ITHAKA	SHANGHAI AND CHINKIANG	Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSSEN & CO.

Hongkong, 23rd July, 1906. [654

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	*KUMSANG*	TUESDAY, 24th July, 3 P.M.
SHANGHAI	*KWONGSANG* †	WEDNESDAY, 25th July, 4 P.M.
MANILA	*LOONGSANG* *	FRIDAY, 27th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*KUTSANG* *	TUESDAY, 31st July, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd July, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

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ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 4th of August.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 18th July, 1906. [682

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG to CALLAO, IQUIQUE, VIA JAPAN PORTS.

"KASADO MARU," 6,000 tons, sails on or about August 7th, at Noon.
"GLENFARG," 4,000 tons, sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).

Taking freight also to other Western Coast Ports of South America transhipping to the Connecting Line.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSDA,
Manager,
York Building.

Hongkong, 20th July, 1906. [751

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906. [696

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK,
(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"

Captain Thompson, will be despatched for the above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 4th July, 1906. [700

Shipping—Steamers.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

"PROTEUS,"

Captain N. C. Krabbe, will be despatched TO-MORROW, the 24th instant, at Noon.

FOR BANGKOK (DIRECT).

The Chartered Steamship

"PROMETHEUS,"

Captain Cornellinssen, will be despatched on THURSDAY, the 26th instant, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 23rd July, 1906. [758

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain A. M. Rait, will be despatched as above, on WEDNESDAY, the 25th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd July, 1906. [747

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Caledonia*.

From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1906. [4

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 17th July, 1906. [2

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th July, 1906. [12

Intimations.

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [735

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71

Intimations.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709

NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LD.

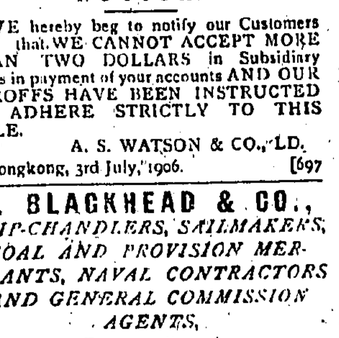
Hongkong, 3rd July, 1906. [697

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51



FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
李廣隆公司
CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [296

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906. [561

GUATEMALA.

Washington, June 2.—Don Domingo Juarros, a Guatemalan historian of a century ago, thus opens his "History of the Kingdom of Guatemala":

Toward the end of the fifteenth century it pleased Divine Providence that the light of Christianity should dawn in the horizon of the vast regions of the West, and that a country should then be discovered which for its immense extent and the rarity of its productions received the name of the New World. But although three centuries have elapsed, we see with the greatest astonishment that provinces and even whole kingdoms are at this time as little know to the world in gener l as if they had been but just discovered. With a blush for our ignorance we must reckon among these the Kingdom of Guatemala, one of the richest in America, not so much from its mines of gold and silver as from the incredible numbers of useful and rare productions in the animal, vegetable and mineral worlds that are found in it.

If the ghost of this good ecclesiastic were to issue an up to date statement of Guatemala and its affairs he would need to modify only a little the statement which he made while in the flesh. For three centuries the territory now included in the five Central American republics and a part of southern Mexico comprised the Kingdom of Guatemala and was governed as a Spanish viceroyalty. After his conquest of Mexico, Cortes despatched his companion, Pedro de Alvarâde, on an expedition to the southward. He fought his way to the country now known as Guatemala, which he occupied during the summer of 1524. He found a civilization superior to that of the Incas of Peru or of the Aztecs of Mexico. Ruins of cities and temples built by these people, claimed by some to be the lost tribes of Israel, are still to be seen. The entire region is a rich field for the archæologist and the ethnologist.

The history of Guatemala under Spanish rule is like that of all Spanish colonies. Development toward a higher civilization followed a rough and bloody road. In 1821 the five provinces which now appear as the five republics of Central America threw off their allegiance to Spain and organized the Republic of Central America. The combination was not a success, and the federation dissolved in 1839. The years which followed were, in Guatemala, a time of political confusion and frequent armed conflict until 1871, when the political skies showed clearing tendencies. The Constitution which is now in force was adopted in 1879. The next twenty years were not precisely a time of peace. In 1898 Manuel Estrada Cabrera came into power, and under his administration, which still continues, Guatemala has shown a most gratifying progress.

Like the future of perhaps all of the Latin-American republics, the future of Guatemala depends upon three factors, namely, political peace, population and railway systems. The country has an area of 50,600 square miles, or a few miles more than the State of New York. The general census of 1904 gives it a population of 1,842,000. As some omissions are known to have occurred, it is estimated that the actual number is not far from 2,000,000. Of these, about 1,100,000 are of the native Indian race, and 750,000 of mixed white and Indian blood, known as Ladinos.

In its physiography Guatemala is a land of rare attractiveness. It is a land of mountain, hill, lakes and streams. Along its coast lie fertile plains with the plants and the tree growth of the tropics. Its central area is a mountainous region interspersed with broad plateaus. In the northern part there are low hills of 1,500 to 2,000 feet elevation. These join the higher ranges of the central zone, and further southward lie the volcanic peaks, two of which reach an altitude of 14,000 feet. Guatemala's lakes are as beautiful as the lakes of Scotland, and many of her streams are torrents broken by rapids and noble cataracts.

The various elevations greatly diversify the possible products. On the low lands of the coast are the crops of the tropics, and on the uplands of the middle region are the crops of the temperate zone. In the markets of Europe, where the best coffee is known and appreciated, the Guatemala berry ranks among the choicest and most expensive. This is grown at from 1,500 feet elevation, where the temperature ranges between 60 and 90 degrees Fahrenheit. Sugar, cacao, rubber and cotton are also among the products of Guatemala. She has forests of hardwood waiting for transportation facilities. Her mineral wealth is only indifferently known, but there is every reason to believe it to be of great importance.

Guatemala City, the capital of the country is the largest city of Central America. It has a population of about 100,000. It was founded in 1776 and is the third of its name, its predecessors having shaken out of their location by earthquakes. It stands at a little less than 5,000 feet elevation at the northern end of a broad, sweeping plain around which stand the mountains in an irregularly serrated wall. The range of temperature, with rare exceptions, is between 35 and 80 degrees Fahrenheit. It is a city of broad avenues, beautiful parks and notable public buildings.

The present administration of Guatemala is giving all possible encouragement to railway enterprises; probably within the next two years a line will be in operation from Guatemala City northward to a connection with the Mexican system. When that is done it will be possible to reach Guatemala by an all rail route from Cape Breton, and all intermediate points. Within about the same time the country will also have in operation an interoceanic route from Puerto Barrios, on the Caribbean side, via Guatemala City, to San José, on the Pacific coast. Still other lines are contemplated. These facilities will open a large area of fertile land to profitable cultivation and settlement. The interoceanic line will be some 270 miles in length, and a system of highways, some already completed, some in process of construction and others planned for early completion, will serve as feeders for the railroad.

When this country has been made more easily accessible, it should prove a most attractive point for travellers. Beautiful scenery is not altogether a novelty in our own land, but there is more than scenery for the tourist to see in Guatemala. About thirty miles from the capital city and easily reached by carriages over a fairly comfortable road lies the old capital, Antigua Guatemala. Its ruins stand in a valley near two volcanoes, Agu and Fuego (Water and Fire), so called from the nature of their eruptions. The place is still occupied by a population of about 10,000. The ancient ruins and monuments of the country also present their attraction.

Commercially, the country is developing, and with the extension of the railway system it should and doubtless will enter a new era of industrial progress. The commerce has shown a considerable fluctuation during the last decade, but, for a general statement, exports may be given as $7,500,000 and imports as $5,000,000. Somewhat more then five-sixths of the export business is coffee, the greater part of it going to Germany, although a considerable quantity is sold in London. About 57 per cent. of the imports come from the United States, but whereas our sales show comparatively small increase, the sales of Germany and England have increased rapidly during the last three years. This is explained by Vice Consul-General Owen, who writes from Guatemala City as follows:

It must be borne in mind that the importers of this republic are for the greater part Germans, and their interest and inclination lead them to trade with the fatherland also is preferred over the United States, possibly because Guatemala merchants can more easily identify themselves in England and get better credits. American goods, therefore, are imported only when their quality places them so far ahead of the European article that the merchant is almost compelled to have them in stock.

It is probable that no other of our neighbours is more ready than is Guatemala to enter into closer trade relations with us. The trouble is that we do not respond to her advances.—*New York Sun.*

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T/T	2/1⅛
Do. demand	2/1 7/16
Do. 4 months' sight	2/1 11/16
France—Bank T/T	2.66
America—Bank T/T	51½
Germany—Bank T/T	2.16½
Do. T/T	158½
Do. demand	158½
Shanghai—Bank T/T	72½
Singapore T/T	10½ % prem.
Japan—Bank T/T	103½
Java—Bank T/T	127½
Bills.	
3 months' sight	2/1 13/16
6 months' sight	2/1 15/16
30 days' sight on Paris, New York	51½
4 months' sight	52½
10 days' sight on London	2/2 1/16
4 months' sight	2.70½
6 months' sight	2.72
4 months' sight on Germany	2.21
Bar Silver	30 5/16
Bank of England Notes	3½ %
Sovereigns	9 40

Shipping.

Arrivals.

Lowther Castle, Br. s.s., 2,961, W. Lightoller, 21st July,—Amoy 20th July, Gen.—D. & Co., Ld.

Meefoo, Ch. s.s., 1,316, McArthur, 21st July,—Shanghai 18th July, Gen.—C. M. S. N. Co.

Daphne, Ger. s.s., 1,254, E. Schipper, 21st July.—Chefoo 16th July, Gen.—H. A. L.

Mudzum Maru, Jap. s.s., 677, J. A. Merlin, 21st July,—Anping 18th July, Gen.—O. S. K.

Triumph, Ger. s.s., 678, T. Kayser, 21st July,—Haiphong 16th July, and Hoihow 20th, Gen.—J. & Co.

Tonkin, Fr. s.s., 3,084, J. Charbonnel, 22nd July,—Shanghai 19th July, Mails and Gen.—M. M.

Arratoon Apcar Br. s.s., 2,931, E. Fey, 22nd July,—Calcutta 6th July, Penang 12th, and Singapore 17th, Gen.—D. S. & Co., Ld.

Astraea, Br. cruiser, 4,360, C. L. Vaughan-Lee, 22nd July,—Shanghai 19th July.

Labor, Nor. s.s., 949, A. E. Olsen, 22nd July,—Moji 15th July, Coal.—Aagaard, Thoresen & Co.

Akashi Maru, Ger. s.s., 975, K. Obata, 22nd July,—Swatow 21st July, Gen.—O. S. K.

Dakotah, Br. s.s., 2,300, Ross, 22nd July,—San Francisco and Shanghai 19th July, Kerosene Oil.—Standard Oil Co.

Lisa, Swed. s.s., 1,772, H. Harndahl, 22nd July,—Sourabaya 10th July, Sugar.—S., W. & Co.

Schwartzburg, Ger. s.s., 4,000, Eckhorn, 22nd July,—Shanghai 18th July, Gen.—H. A. L.

Alcinous, Br. s.s., 4,400, Davies, 23rd July,—Liverpool via Singapore 17th July, Gen.—B. & S.

Kashing, Br. s.s., 1,142, T. W. Pickard, 23rd July,—Canton 23rd July, Gen.—B. & S.

Kutsang Br. s.s. 3,110, R. C. D. Bradley, 23rd July,—Calcutta via Penang and Singapore 17th July, Gen.—J., M. & Co.

Zaida, Br. s.s., 2,905, A. M. Rait, R.N.R., 23rd July,—Rangoon 9th July, Gen.—J., M. & Co.

Signal, Ger. s.s., 900, G. Schlaikier, 23rd July,—Bangkok 16th July, Rice.—Order.

Sullberg, Ger. s.s., 782, C. Luppi, 23rd July,—Swatow 22nd July, Ballast.—S. & Co.

Iyo Maru, Jap. s.s., 3,918, Wm. Thomson, 23rd July,—Japan 15th July, Gen.—N. Y. K.

Ernest Simons, Fr. s.s., 2,890, Bourdon, 23rd —Marseilles and Saigon 20th July, Mails and Gen.—M. M.

Departures.

July 22.

Haitan, for Coast Ports.
Choysang, for Shanghai.
Celenga, for Singapore.
Fuji, for Yokohama.
Frithjof, for Swatow.
Simongan, for Amoy.
Loosok, for Bangkok.
Kwaichow, for Canton.
Madeleine Rickmers, for Bangkok.

July 23.

Tatkosan Maru, for Kuchinotzu.
Meefoo, for Canton.
Kwongsang, for Canton.
Aki Maru, for Seattle.
Kiukiang, for Shanghai.

Passengers arrived.

Per *Meefoo*, from Shanghai—Mr. Johnson.

Per *Arratoon Apcar*, from Singapore—Mrs. Fey, 177 Chinese, and 2 Japanese.

Per *Tonkin*, for Hongkong from Yokohama—Messrs. Yu Sung Wing, Yu Un Wing, and Miss J. Galbreath. From Kobe—Mrs. Yoshiaska, Mrs. C. Oshida, Hiroi, and Miss Shimotani. From Shanghai—Messrs. H. S. Hendry, Trimp Juan Au Yang Pao and Ch. and H. Dashich. For Saigon from Shanghai—Mrs. Rosa, Mrs. Muri, Messrs. Colonna, Chatain, Riviere, Jonquais, Goldman, and 9 French Soldiers. For Singapore from Yokohama—Mr. Nessin Fresco. From Kobe—Messrs. Komishi, Kobayashi, Mr. and Mrs. Kamikita, Messrs. Sato, Nakojima, Tsujimura, Mr. and Miss Chara, Messrs. Okaji, J. Kasajima and Kaisawa. From Shanghai—Messrs. E. A. Smith, and Miss Christopius. For Colombo—Mr. L. A. Noel. For Port Said—Messrs. D. Chelmin and Marmotos. For Marseilles from Yokohama—Mr. Lorentz. From Kobe—Messrs. E. Degrand and Ehrmann. From Shanghai—Count de Marsay, Messrs. Branchi, Franghenot, Lecock, Martin, Lemaitre, Milliot, I. Gillivray, R. A. Jonhston, R. B. Austin, Rev. Liegeois, Miss Lazariste, Sister Marie, Mrs. G. Lavallée and baby, Mr. A. Fage, Mrs. Corvin, Mrs. Fabre, Messrs. P. Elisé, Garrison, Blanchenoix, Mercadive, Monamy, Valin, Largenton, Philippe, Le Jarre, Lefevre, Bault, Castel, and 30 French Soldiers.

Per *Zaida*, from Rangoon—Miss Duggan.

Per *Iyo Maru*, from Japan—Mr. and Mrs. Thomas W. Woodward, Messrs. Pedro Tanchance and James Morton.

Shipping Reports.

Str. *Meefoo* from Shanghai:—Light to moderate NE. winds, fine weather throughout.

Str. *Labor* from Moji:—Across from Goto Island E. and NE. wind, strong with heavy sea.

Str. *Lowther Castle* from Amoy:—Strong NE'ly winds and moderate to rough sea, current setting WSW. at ¼ knot per hour.

Str. *Arratoon Apcar* from Calcutta, etc.:—Strong SW. winds to the Paracels, fresh winds from thence to port, dull overcast weather throughout with rain.

Vessels in Port.

STEAMERS.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July,—Shanghai 8th July, Earthenware.—Davidsen & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Cranley, Br. s.s., 3,903, W. E. Steele, 8th July,—Durban 13th June, Coolies.—G., L. & Co.

Crusader, Br. s.s., 2,744, R. W. McBurn, 19th July,—Calcutta 2nd July, Coals.—M. & Co.

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Fri, Nor. s.s., 900, Nagle, 3th July,—Hongay 11th July, Coal.—Aagaard, Thoresen & Co.

Glenlochy, Br. s.s., 2,997, E. J. Stallard, 9th July,—Kobe 1st July, and Shanghai 6th, Ballast.—McG. Bros. & Gow.

Hans Wagner, Ger. s.s., 963, J. Kageman, 20th June,—Saigon 15th June, Rice.—L., W. & Co.

Hilary, Ger. s.s., 1,276, Uecker, 14th July,—Swatow 13th July, Gen.—S., W. & Co.

Hokuto Maru, Jap. s.s., 2,427, J. Kanada, 20th July,—Moji 14th July, Coal.—Order.

Hongkong, Fr. s.s., 742, G. Suzzoni, 21st July,—Haiphong and Hoihow 20th July, Gen.—A. R. M.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Korea, Am. s.s., 5,651, W. B. Seabury, 15th July,—San Francisco 20th June, and Shanghai 12th July, Mails and Gen.—P. M. S. S. Co.

Kumsang, Br. s.s., 2,071, E. J. Buller, 14th July,—Calcutta 1st July, Coal.—J. M. & Co.

Lothian, Br. s.s., 3,222, J. C. Williams, 17th July,—Moji 12th July, Light.—D. & Co., Ld.

Loyal, Ger. s.s., 1,237, F. Natzins, 21st July,—Bangkok 13th July, Rice and Gen.—S., W. & Co.

Mathilde, Ger. s.s., 833, N. Schremann, 20th July,—Moji 14th July, Coal.—J. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 21st July,—Yokohama 14th July, Ballast.—Admiralty.

Mortlake, Br. s.s., 1,737, F. W. Balten, 11th July,—Cheribon (Java) 2nd July, Sugar.—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Pakhat, Ger. s.s., 1,018, H. Demes, 19th July,—Bangkok 13th July, Rice.—B. & S.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June,—Saigon 7th June, Gen.—S., W. & Co.

Prometheus, Nor. s.s., 1,023, O. Karnelinser, 6th July,—Bangkok via Swatow 5th July, Rice.—N. Y. K.

Quinta, Ger. s.s., 986, F. Frahm, 13th July,—Bangkok 4th July, Rice and Gen.—S. & Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July,—Saigon 9th July, Rice, &c.—Wo Fat Sing.

Shawmut, Am. s.s., 9,606, E. V. Roberts, 17th July,—Manila 14th July, Flour.—D. & Co., Ld.

Shoshu Maru, Jap. s.s., 1,805, T. Suruga, 16th July,—Kobe 7th July, Gen.—O. S. K.

Taishan, Br. s.s., 1,100, T. T. Laing, 29th June,—Shanghai via Ports 24th June, Gen.—B. & Co.

Taiyuan, Br. s.s., 2,268, L. Dawson, 8th July,—Sydney 12th June, and Thursday Island 25th, Gen.—B. & S.

Taming, Br. s.s., 1,510, A. W. Outerbridge, 20th July,—Manila 17th July, Gen.—B. & S.

Tinhow, Br. s.s., 901, C. I. Kerr, 13th July,—Bangkok 5th July, Rice.—A. K. & Co.

Wanaswoith, Br. s.s., 2,685, Thomas, 21st July,—Moji 15th July, Gen.—D. & Co., Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echauz, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

Ships Passed The Canal.

1st June—*Hudson, Machaon, Sachsen, Socotra, Tsenkai, Tonkin.* 5th June—*Kawachi Maru, Spithead.* 9th June—*Manila, Oanfa, Indrawadi, Polynesian, Longsor, Spunta.* 12th June—*Bayern, Benlarig, Benlawers, Nubia, Astyanax, Bellerophon.* 15th June—*Armand Behic, Polyphemus, Prinz Heinrich, Ghasee, Awa Maru, Atholl, Luertes.* 19th June—*Monmouthshire, Indramayo, Sambia, Istria, Segovia, Orestes, Urmston, Grange.* 22nd June—*Achilles, Caledonien, Ningchow, Seneca.* 26th June—*Benvorlich, Calchas, Ceylon, Merionethshire, Moyune, Poona, Prinz Regent Luitpold, Anchises.* 30th June—*Dardanus, Ernest Simons.* 4th July—*Silesia* (Ger.), *Sanuki Maru, Den of Mains, Montrose, Siberien.* 6th July—*Benvenue, C. Ford Lasite, Diomed, Java, Telemachus.* 10th July—*Benledi, Flintshire, Jason, Scandia, Sithonia, Dongola, Errorr, Prinz Eitel Friedrich.* 14th July—*Benalder, Caledonian, Malta, Pelaus, Radnorshire, Bingo Maru, Ching Wo, Pindari.* 18th July—*Charles Tiberghien, Prussian, Slavonia, Tamba Maru, Ajeddo, Suttonhall.* 20th July—*Deucalion, Konangsi, Satsuma, Socotra, Lidaria.*

Arrivals at Home—1st June—*Nechar, Yeddo, Benledi.* 5th June—*Machaon, Bingo Maru, Persia, Verona.* 9th June—*Kintuck, Shimosa, Agamemnon, Kawachi Maru.* 12th June—*Senegambia, Polynesian.* 15th June—*Sachsen.* 15th June—*Socotra.* 19th June—*Longsor, Bengloe, Sachsen.* 22nd June—*Manila.* 22nd June—*Bellerophon.* 26th June—*Benlawers.* 30th June—*Caledonien, Prinz Heinrich.* 4th July—*Prinz Heinrich, Awa Maru, Benlawers, Urmston Grange, Calchas.* 6th July—*Indrawadi, Merionethshire, Segovia.* 7th July—*Ceylon.* 10th July—*Anchises, Moyune, Sanuki Maru.* 14th July—*Salazia, Silvia, Poona.* 18th July—*Vandalia, C. Ford La etse, Aker.* 20th July—*Jason, Sithonia.*

Steamers Expected.

Vessels	From	Agents	Due
Emp. of China	Shanghai	C. P. R. Co	July 24
Moldavia	Singapore	P. & O. Co	July 25
Kagoshima M.	Singapore	N. Y. K.	July 25
Tjipanas	Japan	J. C. J. L.	July 26
America Maru	Japan	T. K. K.	July 29
P. E. Friedrich	Colombo	M. & Co.	July 30
Su-sang	Calcutta	J. M. & Co	Aug. 5

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Alta	at Kowloon	Dock.
Tin Hao	"	"
Prometheus	"	"
Tai On	"	"
Hercules	"	"
U.S.A.T. Ingalls	"	"
Taiyuan	"	"
Mercedes	"	"

SHANGHAI.

Anhui	14th inst.
Glenturret	New Dock. International "

Post Office.

A Mail will close for:—

Haiphong—Per *Hongkong*, 24th July, 9 A.M.
Hoihow and Haiphong—Per *Triumph*, 24th July, 9 A.M.
Swatow, Amoy, Foochow and Shanghai—Per *Shoshu Maru*, 24th July, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 24th July, 10 A.M.
Manila, Simpsonhafen, Fr. Wilhelmshafen, Brisbane, Sydney and Melbourne—Per *Prinz Sigismund*, 24th July, 10 A.M.
Swatow and Bangkok—Per *Proteus*, 24th July, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Tonkin*, 24th July, 11 A.M.
Macao—Per *Heungshan*, 24th July, 12.15 P.M.
Singapore, Penang and Calcutta—Per *Kumsang*, 24th July, 2 P.M.
Cheribon—Per *Hokuto Maru*, 24th July, 2 P.M.
Manila—Per *Taming*, 24th July, 3 P.M.
Singapore and Penang—Per *Schwartzburg*, 24th July, 4 P.M.
Singapore, Penang and Colombo—Per *Iyo Maru*, 24th July, 5 P.M.
Macao—Per *Heungshan*, 25th July, 12.15 P.M.
Kobe—Per *Taiyuan*, 25th July, 3 P.M.
Shanghai—Per *Kashing*, 25th July, 3 P.M.
Shanghai—Per *Kwongsang*, 25th July, 3 P.M.
Cebu and Iloilo—Per *Sungkiang*, 25th July, 3 P.M.
Amoy, Straits and Rangoon—Per *Zaida*, 25th July, 5 P.M.
Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Shawmut*, 27th July, 11 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjipanas*, 27th July, 11 A.M.
Macao—Per *Heungshan*, 26th July, 1.15 P.M.
Macao—Per *Heungshan*, 27th July, 1.15 P.M.
Manila—Per *Loongsang*, 27th July, 3 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per *Kwetchow*, 27th July, 3 P.M.
Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 28th July, 10 A.M.
Manila—Per *Zafiro*, 28th July, 10 A.M.
Europe, &c., India *via* Tuticorin—Per *Devanha*, 28th July, 11 A.M.
Macao—Per *Heungshan*, 28th July, 1.15 P.M.
Macao—Per *Heungshan*, 30th July, 1.15 P.M.
Macao—Per *Heungshan*, 31st July, 1.15 P.M.
Singapore, Penang and Calcutta—Per *Kutsang*, 31st July, 2 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 1st Aug., 11 A.M.
Europe, &c., India, *via* Tuticorin—Per *Bayern*, 1st Aug., 11 A.M.
Manila—Per *Rubi*, 4th Aug., 11 A.M.
Europe, &c., India, *via* Tuticorin—Per *Armand Behic*, 7th Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 8th Aug., 10 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan*, 11th Aug., 3 P.M.
Europe, &c., India, *via* Tuticorin—Per *Ernest Simons*, 21st Aug., 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

☞ A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides, each ..... 10 cents.
Parcel Post Tariff, each ..... 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Adamoff, Mr.	Hewett, Hon. and Mrs. E. A.
Adams, P. R.	Humphreys, W. M.
Anderson, Mrs. K.	Hunter, R.
Arnold, J.	Innes, Capt. R.
Bain, H. Murray	Jameson, Mrs. J. W.
Baird, Mr. & Mrs. J. C.	Jokl, J. P. F.
Bairnson, A. R.	Joughin, J. C.
Battiscombe, H. G.	Kemp, Mrs. A. S.
Beattie, R. B.	King, C. H.
Bell, R.N., Engr.-Lieut. H. F.	Koessler, F.
Biervliet, A. Van (Vice-Consul for Belgium)	Kuhlewindt, H. C.
Birbeck, R. J.	Laing, A. H.
Bisney, S.	Low, G. J.
Bissell, W. S.	Marriott, Dr. O.
Blair, K. J.	Marshall, G. W.
Blau, J.	McDonagh, W. J.
Breckiroldi, H.	Moore, Dr. and Mrs. W. B. A.
Brighton, F. G.	Moreno, A., (Consul General of Panama)
Campbell, L. F.	Newborn, Mr. & Mrs. R. H.
Carter, A.	Newington, A. G.
Chalmers, Dr.	Oliffe, O. C.
Chichester, D. A. A. G., D.S.O., Major A. A.	Packer, B. L.
Chichester, Mrs. A. A.	Patey, Mrs. E. O.
Clark, M. O.	Peake, W.
Clark, T.	Perkins, Mr. and Mrs. T. L.
Clarke, Mr. and Mrs. T. W.	Plough, Mrs. H. and child
Clegg, R.N., Eng. Lt. and Mrs. H. I.	Powell, W. A.
Colvin, H. E.	Prior, W. R.
Connor, J. L.	Reid, H. I.
Cowan, G. P.	Ricon, C.
Crook, A. H.	Roach, Mrs. J. S. and child
Cruickshank, A.	Shea, A.
Davies, F. O.	Shepherd, E. B.
Donald, Mr. and Mrs. W. H.	Sherer, W.
Doolittle, F. H.	Skinn, A.
Douglas, Capt. & Mrs. I.	Spittles, J. S.
Dowley, Mr. and Mrs. W. A.	Stebbing, W. T.
Downing, T. C.	Stein, A. L.
Einstmann, W.	Stephens, H.
Evan-Jones, Dr. and Mrs. E.	Stevens, Rev. A. J.
Fairchild, H. J.	Sutherland, P. D.
Fisher, A.	Thomas, H. P.
Fisher, H. G.	Thompson, Mr. & Mrs.
Fuller, D.	Thompson, Miss H. M.
Gibson, A.	Uffel, W. Von.
Gordon, F.	Unbehaun, C. H.
Gorner, C. F.	Velle, H. L.
Hall, Capt. T.	Wakefield, Mrs.
Heanley, Dr. and Mrs. C. M.	Whitney, W. J.
Hill, T. G.	Wishart, J. B. Wood, G. G. Wright, Mr. & Mrs. T.

KING EDWARD.

Anderson, Capt. R. A. J.	Legeune, Vice-Consul M.
Almond, Capt. & Mrs. Russell	Logan, W. McKay, T. D.
Berger, R.	Moses, E. J.
Colahan, Mr.	Moulder, Mr. and Mrs.
Cunningham, Mr. and Mrs. A.	A. B. Paine, A. E.
Delaney, L. T.	Pearse, Dr. W. W.
Ehrhardt, Capt. W.	Smend, Dr.
Goldman, D.	Smith, E. A.
Hallard, Mr. and Mrs. F. J.	Story, G. F. Williams, G.
Horn, E.	Winning, Rev. R. G.
Jackson, Mrs. and child	Ziegler, H.
Little, A. C.	

CRAIGIEBURN.

Adams, M. and Mrs. R. I.	Jamieson, P. S. Morley, A.
Armitage, Miss	Smith, E. Grant
Barnett, H. J. O.	Smith, Mr. and Mrs. Grant
Brown, C. A.	Smith, Percy
Caldwell, Mr. and Mrs. G. A.	Soppa, P.
Davenport, Mrs.	Webb, Mr. and Mrs. Montague
Gaskell, Mr. and Mrs.	Young, J. A.
Hogg, Mrs. A. V.	

OCCIDENTAL.

Anderson, A.	Krill, G.
Bastel, Dr. and Mrs. O. and 2 children	Leese, Dr Med. Leidicker, C.
Dache, P. E.	Messner Mr. and Mrs. K.
Damerinco, C.	Munro, Miss A.
Gebhard, F.	Owen, O. E.
Giovio, F.	Puncheon, J.
Hoy, Miss M.	Reutter, R.
Iverfield, Capt. W.	Schutze, O.
Kevt, Dr. F.	Schutlz, Paul
Kober, Dr. Med.	Textor, Inspector H.
Krekovosky, J.	Voster, E.
Krockenberg, Mr. and Mrs.	

CARLTON.

Aadap, R. J.	Lefebure, J.
Anderson, R.A., Capt.	Lindberg, O. J.
Bargmann, F.	Lloyed, G.
Blanco, A. E.	Martin, W. F.
Boanas, W.	Merlees, Capt. & Mrs.
Coggon, Mr.	Noble, Mrs. W.
J. R.	Pearson, R. W.
Farwell, Mr. and Mrs. J. R.	Perkins, Mr. and Mrs. C. B.
Ferry, W.	Ruhl, G.
Gains, Miss M.	Stephens, Miss H.
Harrison, S. L.	Stevenson, R.
Jackson, W.	Varonnig, D.

PEAK.

Andrews, Mrs.	McIsaac, Mrs.
Brayn, R. F.	Mitchell, R.
Burns, Mr. and Mrs.	Moon, Mr. and Mrs.
Clasen, H.	Moxon, Mr. and Mrs.
Clothier, A. N.	Ollis, F. B.
Darling, Col.	Painter, Major & Mrs.
Fuller, Mr.	Reynolds, F. O.
Gales, Capt.	Roberts, A. G.
Graham, Mr. and Mrs. W. Douglas	Sawer, Capt. and Mrs. Searle, Rev. G.
Harding, Mr. and Mrs.	Seymour, Lt.-Col. and Mrs.
Harker, B. B.	Shentan, Mr.
Harris, A.	Sinclair, A.
Hazeland, F. A.	Skott, C.
Hewitt, A. H.	Skottowe, Mr. & Mrs.
Jacks, Mr.	Southey, Mr. and Mrs.
Johnston, L. A. M.	Storey, Mr.
Joseph, Mr. and Mrs. E. S.	Torean-de-Marney, N. E.
Kistowsky, Mr. & Mrs. F.	Vereker, Capt. & Mrs.
Knight, Mr.	Watson, Mr. & Mrs. M.
Longridge, Rev. and Mrs.	Weismann, Mr. & Mrs. White, Dr. & Mrs. M. T.
Lung, Mr.	Wilford, F. C.
Lung, A. O.	Woodward, Mr. & Mrs.
Macfarlane, Dr. H.	Truman, Mr. and Mrs.
Macuamara, Mr.	R. H.
Martin, O. B. H.	Zehrmann, H. C.
Martin, R.	

CHINA COAST METEOROLOGICAL REGISTER.

July 21st, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.89	—	—	SE	4	—
Hakodate	"	29.85	—	—	—	0	—
Tokio	"	29.87	—	—	NE	2	—
Kochi	"	29.88	—	—	—	0	—
Nagasaki	"	29.84	—	—	—	0	—
Kagoshima	"	29.84	—	—	NE	6	—
Oshima	"	29.69	—	—	SE	2	—
Naha	"	29.58	—	—	NE	6	—
Ishigakijima	"	29.53	—	—	NE	4	—
Taihoku	5 a.m.	29.58	—	—	E	4	—
Taichu	"	29.55	—	—	E	2	—
Tainan	"	29.53	—	—	SE	2	—
Koshun	"	29.53	—	—	E	2	—
Pescadores	"	29.53	—	—	N	4	—
Weihaiwei	9 a.m.	29.85	80	—	S	1	b
Gutzlaff	"	29.71	79	91	ENE	4	cm
Sharp Peak	"	29.64	81	96	NNE	6	or
Amoy	6.30 a.	29.59	78	100	SW	3	or
Swatow	9 a.m.	29.54	79	94	—	0	b
Canton	"	29.58	85	87	N	1	b
Hongkong	10 a.m.	29.54	88	62	N	2	c
Victoria Peak	"	—	—	—	N	2	—
Gap Rock	"	—	—	—	N	2	—
Macao	"	29.54	86	—	N	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	29.69	79	92	ESE	1	o
Bacolod	8 a.m.	—	—	—	W	3	o
Iloilo	"	29.78	84	—	W	3	o
Cebu	"	29.70	85	—	S	2	b
C. St. James	10 a.m.	—	—	—	—	—	—

July 23rd, 1906, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.63	81	—	WSW	0	b
Hakodate	"	29.68	80	96	SSE	1	b
Tokio	"	—	—	—	—	—	—
Kochi	"	29.64	84	75	ESE	1	c
Nagasaki	"	29.64	79	91	ENE	2	cv
Kagoshima	"	29.53	82	91	NE	2	og
Oshima	"	29.49	79	95	ESE	3	o
Naha	"	29.43	79	91	W	1	o
Ishigakijima	"	29.54	—	—	—	0	—
Taihoku	5 a.m.	29.49	—	—	—	0	—
Taichu	"	29.52	—	—	S	6	—
Tainan	"	29.53	—	—	S	6	—
Koshun	"	29.46	—	—	S	6	—
Pescadores	"	29.53	82	91	NW	1	c
Weihaiwei	9 a.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain A. Charbonnel, will be despatched for MARSEILLES TO-MORROW, the 24th July, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Australien* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *ARMAND BEHIC* ... 7th August.
S.S. *ERNEST SIMONS* ...21st August.
S.S. *CALEDONIEN* ..... 4th September.
S.S. *POLYNESIEN* .....18th September.
S.S. *SALAZIE*..... 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd July, 1906. [11

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moultan*, 9,620 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 9th September, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 14th July, 1906. [4

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut ...	9,606	E. V. Roberts	27th July
Tremont.....	9,606	T. W. Garlick..	22nd Aug.
Lyra *.....	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 3rd July, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"LOWTHER CASTLE"	25th July.
"ATHOLL"	To follow.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th July, 1906.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1902 165

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

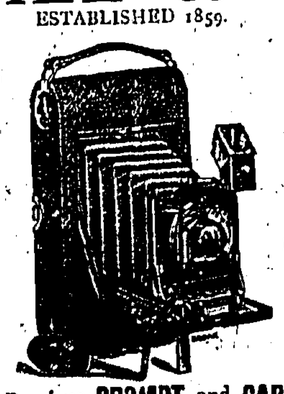
	Per Case.
BRANDY	$22.50
"	20.00
"	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,
GENERAL HOUSEHOLD
REQUISITES.
&c., &c., &c.



DEPOT
FOR
EASTMAN'S
KODAKS, FILMS,
AND
ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 15th May, 1905 [40

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $10,500,000 $250,000	$1,699,777	£1 15/- div. and £1 bonus @ ex. 2/10 9/16 =$26.87 for 2nd half-year 1905	5½ %	$835 buyers London £92
National Bank of China, Limited.....	99,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 cum all sa.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6 %	$340
North China Insurance Company, Limited	10,000	£15	£5	£100 0 0 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 ..... Tls. 2.62 on account 1905	5½ %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,131 $1 155,814 $569,279	$2,702,171	Interim div. of $30 for 1905.....	4½ %	$810 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,178 $15,527	$508,334	$12 and $3 special dividend for 1904	8½ %	$175 sellers
FIRE INSURANCES.				$1,000,000				
China Fire Insurance Company, Limited	20,000	$100	$20	$229,488 $2,616	$344,098	$6 for 1904	6½ %	$89 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	8 %	$315
SHIPPING.				$6,000	$6,563	$1½ for 1905	7½ %	$20
China and Manila Steamship Company, Limited.....	20,000	$25	$25	$264,038 $88,941	Nil.	$3½ for year ended 30.6.1905	8 %	$44
Douglas Steamship Company, Limited	20,000	$50	$50	$250,000				
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$600,000 $154,331	$24,080	$1 for 2nd half-year making $2 for 1905 ..	7½ %	$27 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£170,000 £180,958 £3,999	£2,412	10/- @ ex. 2/1 9/16=$4.69	6½ %	$70 ex div.
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000			£400,000	£107,815	Final Tls. 1½ making Tls. 3½ for 1905.....	6½ %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£4,144		1/- (Coupon No. 6) for 1905	4 %	27/6
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$65,000 $32,957 Tls. 98,000	$218	$1.50 $0.75 for year ending 30.4.1906.....	5 % 3½ %	$30 $21
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 350,479 Tls. 48,000 Tls 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 $450,000 $86,129	140,914	Final of $15 making $25 for 1905	17½ %	$145
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$3 for 1897.....	...	$20 buyers
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06.....	7 %	Tls. 18 sellers
Oriental Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ..	7 %	G. $14
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$3¼
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	38,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$10	$50	$550,000 $165,160 $20,000	$20,040	Final of $3½ making $6 for 1905.....	5½ %	$106 buyers
Hon. Kong and Whampoa Dock Company, Ld.	10,000	$10	$50	$49,500	$362,232	$6 for second half-year making $12 for 1905	8 %	$150
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905	5½ %	$18
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	8½ %	Tls. 90 ex div. sa
Shanghai and Hongkew Wharf Company, Limited ...	32,000	Tls. 100	Tls. 100	Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ...	6½ %	Tls. 220 sales
Yangtsze Wharf and Godown Company, Limited.....	5,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ...	20,000	$25	$25	$14,516	$9,028	$2½ for year ended 30.6.1905	7½ %	$32½ buyers
Central Stores, Limited	6,000	$15	$15			$2.40 on $12 for 1905.....	13½ %	$18 sales
Do. (new issue).....	24,000	$15	$15	none	$4,719	7 % on $7½ for 1905	...	$15½ buyers
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	17,000	$50	$50	$648,975 $24,071	$619	$5 for second half-year making $10 for 1905	8 %	$125
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$250 000	$67,839	Final of $3½ making $7 for 1905.....	6½ %	$114
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % =10 % for 1905.....	14½ %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited ...	100,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7½ %	$11 buyers
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$38
Shanghai Land Investment Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 110 ex d. b.
West Point Building Company, Limited	12,500	$50	$50	none	$772	Final of $1.90 making $3.65 for 1905.....	7 %	$52
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11½ %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05.....	7 %	$14 sellers
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	10½ %	Tls. 75 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8½ %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	8½ %	$85 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$7½ buyers
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ...	12½ %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10 buyers
China Provident Loan & Mortgage Company, Ld. ...	100,000	$10	$10	$8,000	$1,581	80 cents for 1905	9 %	$9 sales and b.
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905.....	7½ %	$16½
Green Island Cement Company, Limited	150,000	$10	$10	$410,000 $500,000	$52,291	$2 dividend and 50 cents bonus for 1905...	8½ %	$28½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	11 %	$23 sales
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06 ...	8 %	$15
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6½ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Final of $15 making $19 for 1905	8 %	$240 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares.....	6½ %	$29
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	11 %	$9
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. $47,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06 ...	10½ %	Tls. 217½
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3½ final & Tls. 1½ bonus making Tls. 8½ 1905	6½ %	Tls. 132½ sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ...	9½ %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited.....	7,200 7,200	£20 £20	£20 £10	Tls. 190,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6	...	Tls. 365 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	First year	...	Tls. 280 sellers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	None	...	$7.0
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05	8½ %	$6
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$22,000	$551	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 110
Do. (Founders')	100	$10	$10			80 cents $19.80 for year ended 31.5.1905.....	9 % 11 %	$9 $180
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$3676	Interim div. of 50 cts. for the year 1905/6..	10 %	$10½

DIVIDENDS PAYABLE

Hongkong Land Investment Co., Ld.....	$3½	25th July
West Point Building Co., Ld.	$2	do.
Hongkong Ice Co., Ld.	$4	2nd August
Shanghai Pulp and Paper Co., Ld.....	Tls. 5	6th August

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